

IN THE SPECIFICATION

Please replace paragraph [0010] with the following replacement paragraph:

[0010] In the first aspect, the maximum output of the fuel cell and the capacitance of the capacitor may be set so as to be in a predetermined range including a point at which a minimum relationship between the maximum output of the fuel cell and the capacitance of the capacitor that is required for satisfying the first running condition and a minimum relationship between the maximum output of the fuel cell and the capacitance of the capacitor that is required for satisfying the second running condition overlap each other. Thus, it is possible to use the fuel cell and the capacitor both of whose performance is near the minimum level among the performance suitable for the dynamic characteristics required for the vehicle [[1]]. As a result, it is possible to further enhance the energy efficiency of the vehicle.

Please replace paragraph [0012] with the following replacement paragraph:

In the first aspect, when the vehicle weight is approximately [[2t]] 2 metric tons (hereinafter, “2t”), the fuel cell and the capacitor may be used at the voltage of 240 to 500V, the maximum output of the fuel cell may be set to a value near 95kW, and the capacitance of the capacitor may be set to a value near 7F. In this case, the maximum output of the electric motor may be set to a value near 85kW.

Please replace paragraph [0027] with the following replacement paragraph:

In the thus configured electric vehicle 10 according to the embodiment, when the driver depresses the accelerator pedal 83, torque (torque to be output from the drive motor 36) required of the vehicle is set based on the accelerator opening detected by the accelerator pedal position sensor 84 and the vehicle speed V detected by the vehicle sensor 88. The

inverter 34 is controlled such that the set torque is output from the drive motor 36. The maximum electric power to be supplied to the drive motor 36 is obtained by subtracting the electric power required for the auxiliary machine from the direct current power, that is the sum of the maximum output of the fuel cell 30 and the maximum output of the capacitor 32 at the operating voltage of the fuel cell 30 which is operated so as to produce the maximum output, and then converting the thus obtained electric power to the three phase alternating current power. Therefore, by selecting the drive motor 36 such that the output from the drive motor 36 is the rated output when the obtained electric power is supplied to the drive motor 36, the motor whose performance is the most suitable for the performance of the fuel cell 30 and the performance of the capacitor 32 is selected. In the embodiment, the drive motor [[86]] 36 is thus selected. The torque required of the vehicle is set based on the accelerator opening and the vehicle speed V. Meanwhile, the maximum torque is set based on the dynamic characteristics required for the vehicle.

Please replace paragraph [0035] with the following replacement paragraph:

In the case of the electric vehicle in which the capacitor 32 is provided in parallel to the fuel cell 30, such as the electric vehicle 10 according to the embodiment, it is possible to suppress the output from the fuel cell when a request is made by the driver such that a large output which reaches the peak thereof is produced, compared with the case of the electric vehicle in which a secondary battery is provided in parallel to the fuel cell. In the electric vehicle which is provided with the fuel cell and the secondary battery, a large output needs to be produced by the fuel cell since the output from the secondary battery is limited. However, in the electric vehicle 10 which is provided with the fuel cell 30 and the capacitor 32, a large output can be produced by the capacitor 32, if, for a short time. Namely, in the electric vehicle 10 according to the embodiment, a large output is initially produced by the capacitor,

when the request is made by the driver such that the output which reaches the peak thereof is produced. Since such a request normally continues only for a [[shot]] short time and does not continue for a long time, it is possible to suppress the large output from the fuel cell 30 due to the output from the capacitor 32. Therefore, in the control of the drive motor 36, it is possible to increase the range where the torque in the peak control while the vehicle is running can be used. In the electric vehicle 10 according to the embodiment in which the fuel cell 30 and the capacitor 32 are provided in parallel to the drive motor 36, the output from the fuel cell can be suppressed and the range where the drive motor can be used can be increased when a request is made such that the output which reaches the peak thereof is produced and the peak control is performed. Accordingly, the electric vehicle 10 in which the fuel cell 30 and the capacitor 32 are provided in parallel to the drive motor 36 is advantageous compared with the electric vehicle in which the fuel cell and the secondary battery are provided in parallel to the drive motor.

Please replace the Abstract on page 16 with the following replacement paragraph: